



FY 2010 Intercity Bus Security Grant Program (IMSGP)

Overview

As appropriated by Section 1532 of the Implementing Recommendations of the 9/11 Commission Act (Public Law 110-53) (the 9/11 Act), 6 U.S.C. 1182, and the Department of Homeland Security Appropriations Act, 2010 (Public Law 111-83), the Intercity Bus Security Grant Program (IBSGP) is one of five grant programs that constitute the Department of Homeland Security's (DHS) Fiscal Year (FY) 2010 focus on transportation infrastructure security activities. The IBSGP is one tool among a comprehensive set of measures authorized by Congress and implemented by the Administration to help strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2010 IBSGP provides funding to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism. The program assists operators of fixed route intercity and charter bus services in obtaining the resources required to support security measures such as enhanced planning, facility security upgrades, and vehicle and driver protection.

In Fiscal Year 2010, DHS awarded \$11,520,000 to protect intercity bus systems and the traveling public from acts of terrorism

Funding

In FY 2010, the total amount of funding distributed under this grant program was \$11,520,000. FY 2010 IBSGP funds were awarded to support the creation of a sustainable program for the protection of intercity bus systems and the traveling public from terrorism.

Eligibility

Eligible applicants under the FY 2010 IBSGP were owners and operators of fixed route intercity and charter buses that serve Urban Areas Security Initiative (UASI) jurisdictions. Charter companies must make a minimum of 50 trips annually to one or more UASI jurisdictions to be eligible. Tier I consists of companies with 250 or more over-the-road buses in operation that provide the highest volume of services to high-risk urban areas. Tier II consists of all other applicants that meet the minimum eligibility requirements.

Allowable Costs

The program supports intercity bus initiatives that strengthen emergency operations planning and citizen protection capabilities and helps address security priorities, including, but not limited to:

- Development of assessments or security plans
- Operating and capital costs associated with over-the-road bus security awareness, preparedness and response training, including training for front-line employees for potential security threats and conditions (must be DHS-approved training courses)
- Live or simulated exercises for the purpose of assessing and improving the capabilities of entities to prevent, prepare for, mitigate against, respond to, and recover from acts of terrorism (must be DHS-approved exercises)
- Public awareness campaigns for enhanced over-the-road bus security (must be DHS-approved)
- Modifying over-the-road buses to increase their security

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- Installing cameras and video surveillance equipment on over-the-road buses and at terminals, garages, and over-the-road bus facilities

Hardening and modifying terminals, garages and facilities, including terminals and other over-the-road bus facilities owned by state or local governments, to increase their security

Application Process and Evaluation Criteria

FY 2010 IBSGP applicants competed for funds within their designated tiers. Projects were evaluated and prioritized based on the extent to which they addressed the specific funding priorities contained in the FY 2010 IBSGP guidance. Applicants were required to submit an Investment Justification (IJ) that provided evidence of how the project fit into an overall effort to meet critical infrastructure security requirements, and how the investment provides significant security impact.

The FY 2010 IBSGP used a risk-based prioritization consistent with DHS policy. FEMA, in conjunction with the Transportation Security Administration (TSA) verified compliance with each of the administrative and eligibility criteria identified in the guidance. Eligible applications were reviewed and scored by a Federal interagency working group, including representatives from TSA, Federal Motor Carrier Safety Administration (FMCSA), and FEMA. TSA and FEMA then reviewed the interagency recommendations and made recommendations for funding to the Secretary of DHS.

“FEMA’s mission is to support our citizens and first responders to ensure that as a nation we work together to build, sustain, and improve our capability to prepare for, protect against, respond to, recover from, and mitigate all hazards.”